

DD/A R
85-1837

ROUTING AND RECORD SHEET

SUBJECT: (Optional)

FBIS Market Survey

FROM:

Director of Logistics

EXTENSION

NO.

OL 13340-85

DATE

20 May 1985

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1. *ED*/DDA
7D24 Headquarters

21 MAY 1985

[Signature]

Harry:

[Signature]

Attached is the FBIS market survey as promised during our Quarterly on 20 May 1985. Attachment A is an engineering analysis for Chamber of Commerce.

2.

3.

4.

DOA

21 MAY 1985

[Signature]

5.

DOA

5/28/85

[Signature]

buildings. Attachment B contains memos from the meetings with the office developers at the Vienna Metro Station.

6.

More specifics are available if needed.

7.

8.

9.

DOA Reg (file)

10.

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WARNING NOTICE
INTELLIGENCE SOURCES
OR METHODS INVOLVED

[Signature] Hank

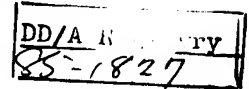
15-17

FORM 1-79

610 USE PREVIOUS EDITIONS

S E C R E T

GPO : 1983 0 - 411-632



09 April 1985

FBIS MARKET SURVEY

The following data was gathered by OL/RECD/REB at the request of FBIS to assist in evaluating alternative office sites in the Rosslyn/123 Corridor/Vienna area. All office rental rates quoted are current prices and, because of the glut of new construction in the area which may depress future rental rates, no 1987-88 price projections have been made.

1. Office Space Summary

a. Rosslyn/Arlington

Present rental rates per sq. ft. paid to GSA for FBIS sites:

Ames Building	\$18.36
Key Building	\$16.05
<div data-bbox="412 1056 820 1098" style="border: 1px solid black; width: 250px; height: 20px;"></div>	\$11.15

Office rental rates in the Rosslyn area averaged \$18.29 per square-foot as of the quarter ending January 1985. However, the USA Today Twin Tower which will be completed in March will rent for \$30 per square-foot.

The office rental rates in Rosslyn have risen an average of 12.5% over the past two and a half years. If this trend continues, the area can reasonably expect a 5% increase in rental rates each year.

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INTELLIGENCE SOURCES
OR METHODS INVOLVED

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b. Tysons Corner

There are approximately 4,000,000 square feet of office space under construction in the Tysons area for delivery in 1985. There is another 500,000 square feet due to be finished in 1986.

	(data = sq. ft.) Total Size	Under Construction	Planned	Quoted Lease Prices	Anticipated Delivery
Tysons Executive Phase I	248,000	241,000	--	19.50-22.75	3rd Qtr. 1984
Westwood Bldg. 7 Phase B	59,000	59,000		19.75	3rd Qtr. 1984
8521 Leesburg Pike	147,000	138,325		18.75-21.00	4th Qtr. 1984
Tycon V	62,000	62,000		19.75	4th Qtr. 1984
American Center	340,000 (in 2 Bldgs)	340,000		19.50-21.50	1st Qtr. 1985
8280 Greensboro Phase I	205,000	205,000		22.00	2nd Qtr. 1985
8201 Greensboro	337,000	337,000		20.50-23.00	2nd Qtr. 1985
Tysons Commerce Center	170,000	150,000		18.00-22.00	2nd Qtr. 1985
7799 Leesburg Pike	180,000	100,000		21.00-23.00	2nd Qtr. 1985
8200 Westpark Dr.	140,000	140,000		22.00	3rd Qtr. 1985
Space Center	250,000	250,000		23.00	4th Qtr. 1985
Tycon Towers Bldg. 1	430,000	430,000		24.00	1st Qtr. 1986
Westwood Bldg. 3	73,800		73,800	22.00-24.00	3rd Qtr. 1985
7600 Leesburg Pike	220,000		220,000	21.50	3rd Qtr. 1985
1750 Old Meadow	135,000		135,000	20.00-22.50	3rd Qtr. 1985
Centennial Towers	216,000		216,000	22.00	4th Qtr. 1985
Westwood Bldg. 4	90,600		90,600	22.00-24.00	4th Qtr. 1985
Westwood Bldg. 5	145,000		145,000	22.00-24.00	4th Qtr. 1985
8400 Old Cthouse Rd.	85,000		85,000	22.00-24.00	4th Qtr. 1985

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SECRETAvailable Space

	(data = sq. ft.) Total Size	Under Construction	Planned	Quoted Lease Prices	Anticipated Delivery
Tysons Pond Bldgs. 1 & 2	110,000	---	110,000	N/A	4th Qtr. 1985
Tycon IV	175,000		175,000	N/A	1st Qtr. 1986
7799 Leesburg Pike Phase II	180,000		180,000	N/A	2nd Qtr. 1986
Spring Hill Park Phase I	325,000		325,000	24.50	2nd Qtr. 1986
8280 Greensboro Phase II	205,000		205,000	N/A	4th Qtr. 1986
8020 Westpark Dr.	140,000		140,000	N/A	4th Qtr. 1986
First American Tower	294,000		294,000	N/A	Proposed
Tycon Towers Bldgs. 2 & 3	870,000		870,000	N/A	Proposed
Greensboro Place (in 2 bldgs)	400,000		400,000	N/A	Proposed
Tysons Pond Bldg. 3	65,000		65,000	N/A	Proposed
Tysons Executive Plaza--Phase II	250,000		250,000	N/A	Proposed
*Dickenson Building	60,000			21.00	April 1986
*7915 West Park Drive	50,000			18.50	April 1986
*7925 West Park Drive	50,000			18.50	April 1986

*The 60,000 square-foot Dickenson Building located on West Branch Drive in West Park is presently occupied by Mitre and will be vacated in April 1986. The new rental rate will be \$21.00 per square-foot. Two additional Mitre buildings at 7915 and 7925 West Park Drive will be vacated at the same time. These buildings are 50,000 square feet each and the rental will be \$18.50 per square-foot.

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	<u>Available Space</u> SQ.Ft.	<u>Quoted</u> <u>Lease Prices</u>	<u>Anticipated</u> <u>Delivery</u>
Vienna Tech. Ctr. 1 901 Follin Lane	95,000	17.50-18.50	2nd Qtr. 1985
Vienna Tech. Ctr. 2 Follin Lane	125,000	18.50-20.00	1985-86

d. Vienna Metro Stop

Three major mixed-use developments are scheduled for the I-66 and Nutley Road intersection in Vienna (location of the Vienna Metro Stop). No rental rates have been set or projected at this time.

Fairfax Metro Plaza

(Wills Project)

2 12 Story Bldgs.

427,000

N/A

1987

+233 residential units

The Virginia Center

(Hazel-Peterson Project)

5 high rise office towers 2.9 million
(from 9 to 34 stories)

N/A

1987

370 residential units

Hunter's Branch

200,000

N/A

1st Qtr. 1986

3 12 Story office Bldgs.

6 residential bldgs.

e. Dunn Loring Metro Stop

No land use has been established for the Dunn Loring Metro Stop area. The developer hopes to have mixed-use (residential and commercial) zoning with construction in the 1986-87 time frame. A number of mid-rise six-story buildings are planned.

N.V. Commercial Project

N/A

N/A

1987

several mid-rise office bldgs.

(6 stories)

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2. Alteration Expenses

Based on past experience, the build-out costs for an FBIS move to new office space could be well over \$2 million. This includes a 7,000 sq. ft. computer room, 10,000 sq. ft. of VTA, 4,000 sq. ft. of conference rooms, training areas and libraries and 39,000 sq. ft. of office space. In addition, a minimum of \$1 million would be necessary for Commo gear (secure voice switch, wiring and installation of secure telephone system, etc.).

The above estimates are based on \$150 per square foot for construction of a computer room and \$20 per square foot for the remaining space (to include vaults, special air, alarm system, etc.).

Average price to alter existing Agency-occupied space (such as) runs approximately \$8 to \$12 per square foot for standard office space. Certain facilities (such as Commo equipment room) would not have to be duplicated.

3. Considerations

The Key Building lease expires on 31 December 1985. REB has requested that GSA extend this lease through August 1987 to coincide with completion of the new headquarters building. GSA will negotiate the new rental rate.

It is the opinion of the Arlington County Economic Development Division that Rosslyn is a stable, insulated area which will not be affected by the predicted future glut of office space in the Washington Metropolitan Area. Rates in Rosslyn may become even higher than other areas in the future since Rosslyn is fairly well built out now and vacant space will be at a premium.

From a purely financial point of view, it would appear at this time that remaining in Rosslyn should be considered, especially in view of the expense of the ongoing FBIS modernization program. The obvious advantages of the Rosslyn location include proximity to Metro and to Washington, D.C., shuttle service to headquarters, and no relocation expense. However, if this location does not meet the requirements of FBIS or the long-range goals of the Agency, other sites should be considered.

The disadvantages of this site include lack of parking, the distance from headquarters and traffic congestion.

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25X1 A second choice might be relocating to existing Agency-occupied space such as the [redacted] Buildings. This would bring FBIS closer to Headquarters and the 123 corridor.

These sites could be altered for a lesser amount than newly acquired space. FBIS would continue to benefit from the shuttle service, existing Commo and computer room modifications, and single tenant security advantages.

The major disadvantage is the traffic congestion in the Tysons area.

The proposed office development at the Vienna Metro stop or the Dunn Loring stop might be a third choice. Three areas will be developed at the Vienna stop and one major development is planned at the Dunn Loring stop. These will be mixed-use (commercial and residential) mid-rise and high-rise buildings.

The advantages here would be the easy access for commuters via I-66 and Metro, as well as the opportunity to have new space built out as desired.

There are many disadvantages to these Metro stop locations, but the major one is the expense of a move and the alterations associated with any newly acquired building.

The market survey above also includes figures for new space in the Tysons Corner area. These rentals averaged \$17.50 to \$24.00 per sq. ft. as of July 1984. Considering the expense of alterations to new space and traffic congestion, a new building in the Tysons area would appear to be the last choice for relocation.

Reference has been made throughout this paper to single-tenant vs. multi-tenant occupancy. Any future relocation of the magnitude of FBIS's operation must consider the fact that as a policy the Agency is moving away from Multi-tenanted Buildings. When the

25X1 [redacted]

A single tenant building is much more secure; and the overhead associated with an external building can be shared by co-existing Agency components (ex. - health room, 24 hour guard service, etc.) if necessary.

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4. Comparison Chart

	<u>Present Rental Rate</u>	<u>Advantages</u>	<u>Disadvantages</u>
Rosslyn	16.05 GSA thru 12/31/85	Proximity to D.C. Utilization of 'Modernized' Space Shuttle service Metro stop No alteration or move expenses	Parking Distance from 123 Corridor Traffic congestion Multi-tenant bldg.
Tysons Corner Area	17.50 - 24.00 July 1984 Average	New space could be built out as desired 123 Corridor Proximity to Headquarters Shuttle service	If not a single tenant bldg., additional costs High cost of alterations High rental rates Traffic congestion Additional cost for guard service, etc.
Vienna-Dunn Loring Metro Stops	N/A	New Space could be built out as desired Proximity to Metro Less congestion Easy access for commuters	If not a single tenant bldg., additional cost High cost of alterations New shuttle ser- vice required Distance from Hqs Rental rate unknown Delivery date unknown

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5. Conclusion

HOME (Headquarter Operations Maintenance & Engineering) is currently conducting a study involving the external buildings and the movement of outlying components to Headquarters. A recommendation to retain certain buildings will be made by HOME to the Headquarters Management Board (which consists of the Executive Director and the four deputy directors) by September. The board will then make a decision or make a recommendation to the DCI before the end of the year. The present feeling expressed by HOME, is that we will keep only the following external buildings: [REDACTED]

[REDACTED] and perhaps

[REDACTED] However, no firm decision has been made.

In April of 1984, RECD prepared an analysis of Chamber of Commerce, [REDACTED] Buildings for the Office of Training. A similar study could be prepared for FBIS including an engineering analysis of the Key Building. The result of such a study could provide the basis for an eventual FBIS decision on relocation.

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EVALUATION CRITERIA:

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1.

2. Location: You must assess the area which is best for your component's needs and the needs of your employees, both now and in future years.

- a. corridor/area desired;
- b. survey of buildings available;
- c. proximity to Headquarters and other agencies with which you interface;
- d. transportation:
 - (1) available parking
 - (2) proximity to metro
 - (3) connecting bus service
 - (4) shuttle service to Headquarters
 - (5) proximity to beltway and other main traffic corridors
- e. traffic:

comparison of the congestion and traffic flow in the areas surveyed with regard to rush-hour traffic and shuttle service to Headquarters.
- f. availability of restaurants:
 - (1) full restaurant within the building
 - (2) partial restaurant (vending machines and sandwich bar)
 - (3) within _____ minute drive
 - (4) within walking distance
- g. emergency facilities nearby (hospitals, clinics, and rescue services, if needed)
- h. will other Agency components collocate and will this area be acceptable to them?
- i. safety of personnel in each neighborhood
- j. economic development in each neighborhood

3. Building:

- a. does it meet your physical needs and specifications?
- b. renovations required and costs

- c. growth of your office in future years--will this building suffice?
- d. rental rate and cost of services and utilities
- e. handicapped accessibility
- f. quality of construction - building condition
- g. potential for efficient layout
- h. time factor/delivery date
- i. energy efficiency
- j. building security
- k. emergency and safety facilities

PLANNING:

- 1. Assess current situation with regard to space assignment, number of staff, etc.
- 2. Commitments and Constraints - identify personnel and space for which 24 month commitment has been made.
- 3. Long Range Plan - (to coincide with lease term)
 - a. examine management objectives
 - b. employment forecast
 - c. expansion vs contraction
 - d. decentralization vs consolidation
 - e. impact of technology on FBIS mission
 - f. budgetary considerations.

PRESENT LOCATION EVALUATION:

- 1. Adequacy for present and future missions.
- 2. Could alterations to your building satisfy your needs?
- 3. How many of the evaluation criteria at the present site could be answered positively re your needs?
- 4. Would you be interested in a 5 year lease and 5 year option, to take advantage of the ongoing FBIS modernization at the present site?

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REAL ESTATE

2 Big Mixed-Use Projects Planned at Vienna Metro

Housing, Offices, Shopping Proposed

By Marcia McAllister
Special to The Washington Post

Two major high-density mixed-use commercial and residential developments that would include more than 3.3 million square feet of office space are being planned adjacent to the Vienna Metro station at I-66 and Nutley Street.

The station is scheduled to open in June 1986.

Plans for rezonings of a 61-acre site and an 11-acre site, both north

Large office complex planned at Silver Spring Metro stop. Page E6

of I-66 and west of Nutley Street, were filed with Fairfax County late this week. If approved, the projects are expected to bring urban design concepts to the areas around the station which are presently dominated by schools, single-family houses and a park. Plans include a 600-room hotel.

The Vienna station, sandwiched between the towns of Fairfax City and Vienna, is the terminus of the Orange Line into Northern Virginia. It is being built in the 1.66 right-

of way. When completed, it is expected to be one of the system's most heavily used stations.

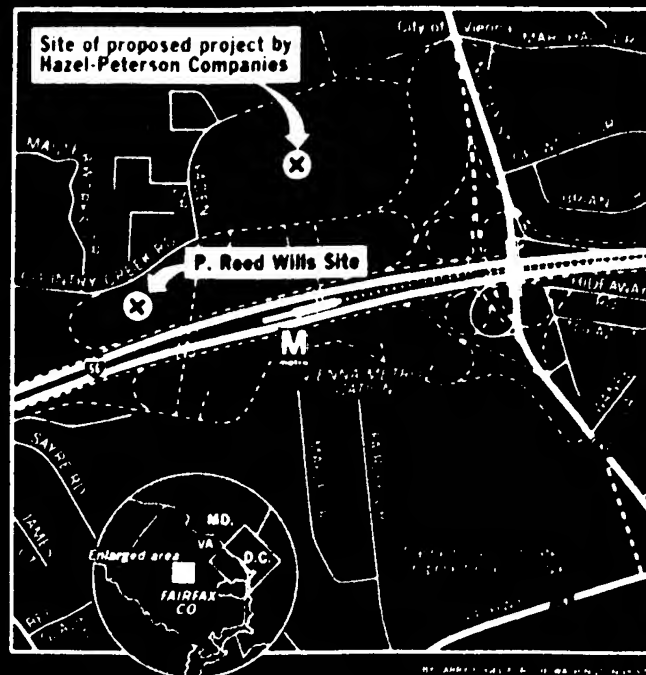
Fairfax Metro Associates is planning to build on the 61-acre tract, located south of Nottaway Park west of Nutley Street.

"This is the largest single-company owned site adjacent to a Metro station in Northern Virginia," said James W. Todd, president of Hazel/Peterson Cos., of which Fairfax Metro Associates is a part. Hazel/Peterson Cos. are best known for the giant mixed-use development in Fairfax known as Fair Lakes.

P. Reed Wills, another Fairfax developer, is planning to construct residential and commercial buildings on his 10 acres south of Country Creek Road and north of I-66 adjacent to station parking areas, according to attorney Martin Walsh.

Walsh said his client is "excited about the proximity to Metro."

Todd said the Vienna station has the best road access of any Metro station in Northern Virginia. He cited nearby Nutley Street, where major improvements, including ad-



ditional lanes and a full interchange with I-66, are scheduled for completion by the Virginia Department of Highways and Transportation by 1987.

Fairfax County's 1984 annual plan review says, "The Vienna station, because of the existence of relatively large pieces of vacant land and excellent visibility and access from I-66, probably has the

greatest potential" of the three Metro stations now under construction in the area. The other two are Dunn Loring and West Falls Church.

Walsh said his client has been working with Hazel/Peterson staff on the applications, but added that the projects are not related, except in geographical proximity.

Both developers are seeking PDH. See VIENNA, E7, Col. 1.

Projects Planned At Vienna Metro

VIENNA, From E1

(planned development-commercial) zonings.

The 61-acre Fairfax Associates site is currently zoned PDH, planned development-housing, and R-8 residential. Long ago, Fairfax approved construction of 86 town houses, 300,000 square feet of office space, 50,000 square feet of retail space and 1,250 residential units for the property. Some buildings were to be 21 stories tall.

That plan had a ratio of 70 percent residential to 30 percent commercial, Todd said. The new plan would reverse those figures, he said, adding that the new ratio reflects the desires of Vienna officials.

The new plan calls for 2.9 million square feet of office space, 150,000 square feet of retail space, 370 town houses and 600 hotel rooms.

Approximately 180 of those residential units are meant for the elderly.

Fairfax Metro Associates plans tall buildings—perhaps 12 to 14 stories or higher—but those details are not yet available.

The Wills' project is much smaller, but will add to the overall feeling that the entire area has been developed by plan, rather than happenstance, a county official said. The Wills' proposal calls for construction of 200 apartment units in multi-story buildings, 33 town houses, 30,000 square feet of commercial space and 427,000 square feet of office space.

Fairfax Associates terms its development a "Metro-oriented employment center" designed to take advantage of what its officials see as a continuing increase in "reverse commuting" by people from the District and close-in suburbs.

"The adopted improvements to the Nutley Street/I-66 interchange and to the Metro-related bridges, ramps and roads will provide the best access to any station area in Northern Virginia," a Fairfax Associates spokesman said.

The 61-acre site is a consolidation of two parcels—a step that had been recommended by the

county if the site were to be developed for high density and mixed use.

"We want to put it under one comprehensive zoning, to lay it out differently than it is now," Todd said. "It is not as if we are starting with a property with no zoning. The old plan decked the whole site in concrete and provided only limited access to Metro facilities," Todd said. He said his company has worked out and will pay for an extensive internal road network. Public transportation improvements are already in the county's six-year construction plan, he said.

Developers claim that the Fairfax Associates' proposal "meets almost every criterion set forth by the county for development around the Vienna station site." The firm has worked with residents of nearby neighborhoods, according to Todd. He pointed to Nottaway Park, north of the development site, and said preliminary plans call for a park-like open space connection between the station and the park which would bisect the commercial development.

"There will also be an extensive pedestrian system for those who want to walk or ride a bike to Metro," he said.

Hazel-Peterson Cos. Seek to Build 34-Story Building at Vienna Metro

Tower Would Be Part of 61-Acre Mixed-Use Project

By Marcia McAllister
Special to The Washington Post

The Hazel-Peterson Cos. this week asked Fairfax County to approve a 34-story office building as part of its development of a 61-acre tract adjacent to the Vienna Metro station site.

The tower would be the tallest office building in Fairfax if approved. The proposed mixed-use development will be known as the Virginia Center. The development plan calls for a 29-story and a 26-story office building facing each other across a wooded, garden plaza leading from the transit station to nearby Nottoway Park. The Metro station is scheduled to open in 1986.

The proposal includes two 15-story residential buildings, a 19-story hotel and a six-story hotel fronting on Nutley Street, north of I-66. A nine-story office building and a 17-story office building are also being proposed. The proposal also calls for 68 four-level town houses that would be built to help buffer the massive project from the nearby Townes of Moorefield and Country Creek town-house development.

The Hazel-Peterson Cos. filed a conceptual plan for the site in December, but the final development plan was filed this week. The company is asking Fairfax to change the existing PDH-20 zoning (high-rise residential) on the site to a PDC—planned development commercial—designation. Under the existing

could be built. The old plan on file for the site calls for 18-, 17-, 16- and 14-story buildings constructed on top of three levels of parking.

Representatives of the Hazel-Peterson operation this week displayed models and architects' plans for the entire complex, which they said is "better than what is planned on the site today."

The proposed development is certain to generate opposition in nearby areas even though James Todd, president of Hazel-Peterson, said his company has been working with residents of the two adjacent town-house complexes for several months. In addition, Fairfax supervisor James Scott, within whose magisterial district the proposed project lies, has often said he wants to make sure whatever is developed on the site includes low- and moderate-income housing.

Hazel-Peterson is promoting the development as an "employment center" where people can live near their jobs and walk to work or do a reverse commute by taking the subway from the District or other areas along the Metro line closer to the city to jobs in the Vienna complex.

That is an idea echoed by zoning attorney Martin Walsh, who represents three other developers who also filed a site plan this week for a 10-acre site southeast of the Hazel-Peterson site.

Walsh said he sees the areas around the Vienna Metro station "developing like some of the areas

Developers P. Reed Wills, Wills Investment Inc. and NVCommercial submitted the final site plan for their own development, which has been coordinated with the Hazel-Peterson's plan. They are asking Fairfax to change the existing R-8 residential, eight units per acre, zoning on the site to a PDC site.

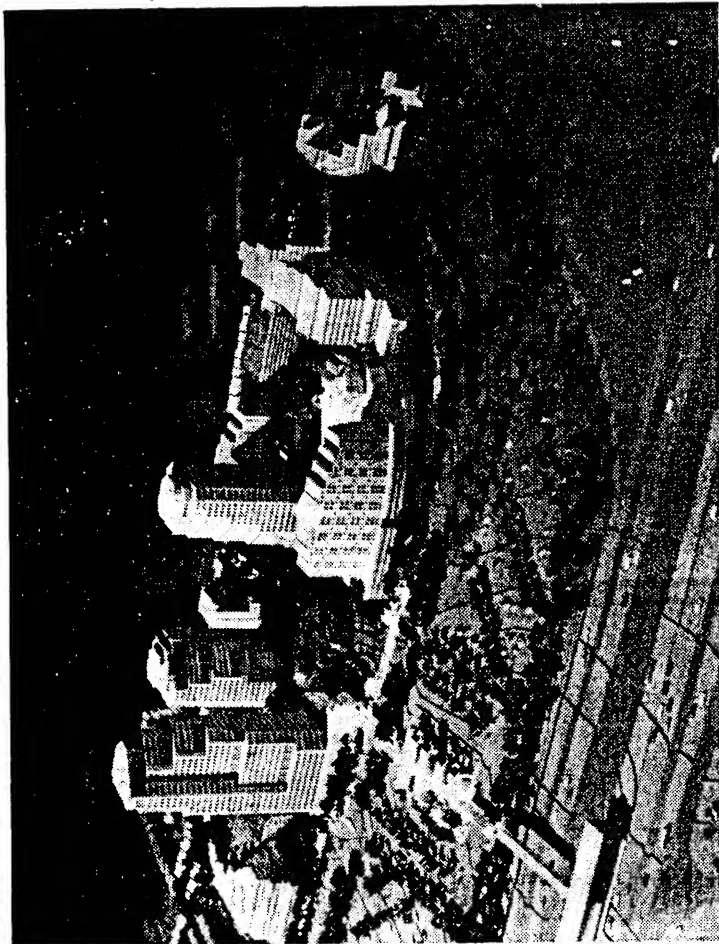
Like the Hazel-Peterson staff, Walsh said his clients do not think land "this close to the Metro and I-66 is appropriate for residential development at the density now on the site."

Planned as Fairfax Metro Plaza, that proposed project would include only two buildings: one 12-story office building and one 11-story apartment or condominium building catering primarily to young professionals.

The proposed Virginia Center by Hazel-Peterson would include 2.9 million square feet of office space, 600 hotel rooms in two facilities, 150,000 square feet of retail space and 370 housing units, including 180 units in a high rise for the elderly.

According to Todd, 37 percent of the 61 acres would be left in open space.

The model of the planned development is a bold proposal representing what proponents say could be a landmark development for Fairfax if it is approved. However, the height of the 34-story building exceeds the number of floors in any building in the Tysons II development at Tysons Corner.



Model of Hazel-Peterson Cos. planned project at Vienna Metro stop. Project would include a 34-story office tower.

34-Story Building Proposed at Vienna Metro

VIENNA, From F12

"Instead of going at this with the architect working on buildings, we went to urban design for the whole concept," said Norris Strawbridge, a member of the design team from the Boston-based firm of Sasaki Associates.

"This area of Fairfax has taken on national importance. When you go

to California, people are talking about Fairfax. We are looking at this proposal as part of the metropolitan regional area," Strawbridge said.

"We have the best site adjacent to any Metro station in the Washington areas," Todd said. "It has the best visibility." The station is in the middle of the I-66 right of way east of the Nurfey Road/I-66 interchange.

See VIENNA F14 Col 4

Vienna Metro Site Project Debated

By Marcia McAllister
Special to The Washington Post

Representatives of the Hazel-Peterson Cos., in an attempt to win support for a proposed 3 million-square-foot office development near the Vienna Metro Station, this week promised Vienna residents an environment in which shoppers and commuters could buy both champagne and ice cream.

But neighbors of the station at I-66 and Nutley Street charged that the development, which is scheduled to open next spring, is far too urban for their suburban community.

Hazel-Peterson wants to build a giant commercial and retail complex on 50 acres north of the Metro station.

Plans call for a 34-story office building and two hotels that would be a major employment center by day and a glamorous entertainment center by night with a variety of restaurants, according to Ed Risse of Hazel-Peterson.

The proposed development would be known as Virginia Center. The 34-story building would be taller than any currently planned or under construction at Tysons Corner.

Slides showed restaurants serving champagne and ice cream vendors offering goodies to passengers waiting to catch rail trains.

But Mayor Charles Robinson wasn't buying the ice-cream-and-champagne proposal. "What we are talking

See VIENNA, E8, Col. 5

Residents Protest Plan For Metro Site Project

VIENNA, From E1

about is 3 million square feet of office space," he said. "That is equal to 15 downtown office buildings."

Robinson said the plan represents a threat to existing stable residential neighborhoods and is a reversal of the original Metro concept of providing access to the city for commuters.

The Virginia Center project is being promoted as an employment center that would provide jobs for 8,000 to 10,000 people.

An estimated 175 residents showed up at a public meeting at Marshall Road Elementary School, which is directly across Nutley Street from the proposed development.

Developers of Virginia Center and developers of a smaller 10-acre parcel nearby planned by P. Reed Wills made brief presentations on their projects. Wills wants to build a 12-story, 400,000-square-foot office building with retail space on the first level, and an 11-story, 200-unit residential building. The Wills project includes 33 low- and moderate-income town houses that were mandated when zoning for the project was granted for the 10-acre site 10 years ago.

Hazel-Peterson representatives used a vivid slide show to detail their proposal, while attorney Martin Walsh, who represented Wills, used intricate computer-designed projections to outline his client's plans.

The current zoning on the Virginia Center site is PDH-20 (planned development housing). That zoning would permit 20-story residential buildings, 350,000 square feet of office and retail space, and 86 town houses. However, Hazel-Peterson officials have asked Fairfax to change the zoning to PDC (planned development commercial) so they can put up office buildings, two hotels, a health club, retail space and 370 housing units, including 180 for the elderly. Town houses are also part of the project.

The Virginia Center complex would be flanked by two existing town-house developments—Country Creek and the Townes of Moorefield.

Virginia Center's plans would leave 37 percent of the 50-acre site open and include a perpetually maintained and endowed garden area. "We subscribe to and support the county goals for the Vienna Metro site," Risse said. "This Met-

ro site is unique and important for Fairfax and the entire East Coast of the United States. It gets that importance from being right next to Metro and I-66."

Gary Molneaux, the Fairfax County's Planning Department staff member in charge of the citizen task forces studying Fairfax Metro station sites, told residents that final plans around any station depend on county recommendations. However, Fairfax is only halfway through with its plans for the Vienna station area, he said.

Robinson called the Virginia Center plan the most elaborate he has seen in years. The project is not inside the Vienna city limits but is almost adjacent to the town.

"Somewhere in a room in some city, somebody is looking at this project and figuring how many dollars they have to get," Robinson said.

The Vienna station will be the end of Metro's Orange line. Molneaux said terminal line stations in urban areas are generally not good for development. He said this case is like a "kid in front of the candy store windows with \$5 who doesn't have enough to go in."

Resident Gary Gilum asked if the developers would be willing to delay their project until the task force has finished its work.

"I'm only the lawyer," Walsh replied.

Risse said his company would take whatever time is necessary to "work with area residents. But we are not at that point yet" of making a decision to delay.

"The most obtrusive building on the site is the [400-room] hotel. It seems completely out of place," said John Kraft, an area resident. He said that building would be directly across from the elementary school where the meeting was being held.

"This is the kind of input we want to get," Risse told Kraft.

Richard T. Wagaman, the moderator, asked Fairfax to conduct an environmental impact study of the effect of the projects on the elementary school. He said he had just driven around suburban Dalles, where skyscrapers dominate skylines.

"They have their own way. Each man wants his own 'J.R.' suite. I don't think this is in character with our neighborhood," Wagaman said. He urged residents to "get your facts straight." He warned that "emotional arguments" won't win zoning cases if those cases end up going to court.

Post
4/6/85

'It's too big'

Residents balk at Vienna Metro plans

By ELIZABETH GEORGE

Journal Staff Writer

"It's too big."

That was the reaction Tuesday night from residents living near the Vienna Metro Station, where developers are planning a massive mixed office, retail and residential center.

At a panel discussion held at Marshall Road Elementary School, located across Nutley Street from the future Metro site, more than 200 residents were briefed on plans for the 71 acres of prime land.

Panel members included representatives of the Hazel-Peterson Cos. and the Wills Co., the two developers, the state highway department, Fairfax County and Vienna.

If approved as planned, the 61-acre Virginia Center and 10-acre Fairfax Metro Plaza would make the site the most intensely developed Metro site in Fairfax County. The station, scheduled to open in mid-1986, is the terminus of the Orange Line.

It also would be home to the tallest buildings in Northern Virginia.

At 448 feet tall, the 34 stories high, one planned office building would be shadowed only by the 555-foot tall Washington Monument and a few television and radio towers.

Please see METRO, A10



Courtesy Hazel-Peterson Cos.

If approved as planned, the Virginia Center just outside Vienna would house the tallest buildings in N. Va.

4/4/86
Gruick
Gruick

Residents balk at Vienna Metro plans

METRO from A1

"It's too big. I don't think it's what Northern Virginia wants," said Richard T. Waganan, who lives outside Vienna in the nearby Fall Oaks subdivision.

Waganan, who acted as moderator of the panel discussion, compared the planned development to the enormous office buildings he's seen around Dallas. He's worried about too much traffic and the impact that the development will have on people living around the station.

"We're not oil barons or wealthy cattlemen. We're Virginia gentlemen," he said. "If this goes through as planned, we would lose our small town character — and that's the

heart of Vienna."

Edward Risse, vice president of planning for the Hazel-Peterson Cos. subsidiary Fairfax Metro Associates, described the Virginia Center as a "high-quality" project with wooded open spaces and tree-lined roadways.

Plans include three- and four-story town houses along the northern and western sides of the Virginia Center property. The intensity and height of the buildings would increase toward the center and southern end of the parcel closest to the Vienna Metro Station.

In addition to the town houses, plans call for 10 buildings including a six-story hotel and a 19-story hotel, two 15-story apartments or condo-

miniums, a 12-level athletic club, six offices ranging in height from nine to 34 stories, four parking garages and a parking deck, and several restaurants.

Risse said the project would have a lively night life, with its fine restaurants. He showed slides depicting scenes where workers and residents mingle in restaurants and park-like settings where ice cream is just as plentiful as the champagne.

Martin D. Walsh, attorney for the Wills Co., said plans for the Fairfax Metro Plaza include more than 430,000 square feet of office and retail space, an 11-story apartment building with 200 units, and 33 townhouses.

"You're going to destroy our whole environment. All you're seeing are the dollar signs," said Vienna resident Carol Linker.

"I don't want this in my backyard. We didn't move out to Vienna for 34-story buildings and champagne. We moved out for the Vienna Inn and chili dogs," Linker said.

Gary O.A. Molyneux, a Fairfax County Metro project director, said both developers' applications probably will be deferred until a special study is completed.

The Metro Station Area study, scheduled for completion by Janu-

ary, will determine what amount of development is appropriate on land adjacent to the Metro station. Molyneux said the study will ensure the development won't overwhelm the area transportation system.

Both Walsh and Risse promised that their firms will continue to work closely with residents and county and town officials.

"We are sensitive to the community's concern. We are interested in providing a high-quality development," Walsh said.

Vienna Oaks resident David S. Saffran demanded to know how the developers could justify an urban development, including a 34-story office building, in a suburban community.

"In order to preserve trees, we need small footprints," Risse said in explanation for the tall buildings.

"If we didn't think it was appropriate, we wouldn't have proposed it," he added.

That didn't satisfy Vienna resident Gary P. Gillum.

"I think it is a very ambitious undertaking, but it's located in the wrong place," Gillum said. "It's clearly a development appropriate for a major metropolitan center — not the suburbs."

April 15-19, 1985

ECONOMIC DEVELOPMENT

Hazel-Peterson project

No. Va.'s tallest building would highlight Vienna Metro's Va. Center

By **BRUCE COSSABOOM**

of The Business Review
Special to The Business Review

An ambitious commercial development proposal for a Fairfax County metro station has stirred up residential opposition and has been "taken under advisement" by Fairfax County officials until early next year.

The Virginia Center at the Vienna Metro stop proposed by the Fairfax Metro Associates, a subsidiary of the Hazel-Peterson Cos., would take the form of a mixed-use development at the northwestern quadrant of the intersection of I-66 and Nutley Road.

The Wills Co., another developer involved, plans Fairfax Metro Plaza, another office/retail/resident project, also on the Metro site.

When residents were briefed on plans for the 71 acre site recently, some expressed opposition to the scope of the proposals. If approved as planned, the 61-acre Virginia Center and the 10-acre Plaza would make the site the most extensively developed Metro stop in Fairfax County.

Gary Molyneaux, a Fairfax County Metro project director, said both developers' applications most likely will be delayed until the county completes a special study of the Metro station area in January 1986.

The object of the study is to determine what quantity of development is appropriate on the land next to the Metro Station. Molyneaux promised that the study will ensure that the development recommended will not be more than what the transportation system can handle.

Virginia Center plans call for three- and four-story townhouses along the northern end and western sides of the Virginia Center property. The building density and height would increase toward the center, and also at the southern end of the project.

Plans for another 10 buildings including a six-story hotel and a 19-story hotel, two 15-story apartments or condos, a 12-level athletic club, six offices ranging in height from nine to 34 stories, four parking garages and a parking deck and several restaurants.

The Metro Plaza plans call for more than 430,000 square feet of office and retail space, an 11-story apartment building with 200 units, and 33 townhouses.

Virginia Center would be a metro-oriented employment center, a mixed-used development adjacent to Metro property on the northside of the Fairfax Metro Vienna Metro station. Its 61-acres would make it the largest piece of property in single ownership adjoining a Metro station in Virginia. A County metro study ranks the Vienna station area the highest among the Virginia station areas in economic development potential.

Under current zoning (PDH-20, 50 acres) there could be 300,000 square feet of office, and 50,000 square feet of retail and 1,250 residential units. Under the R-8 (11

acres) there could be 86 townhouses.

Under the proposed PDC project, there could be 2.9 million square feet of office space, 150,000 square feet of retail and other services, and 450,000 square feet (600 rooms) of hotel, 30,000 square feet of health club, and 20,000 square feet of other secondary uses. There could be 370 residential units (180 elderly). Open space would make up 37 percent of the project.

An integrated pedestrian/bikeway system would connect the components of the mixed-used development with the Fairfax/Vienna Metro station, adjacent development and Nottoway Park.

SATURDAY, APRIL 20, 1985

THE WASHINGTON POST

Large Vienna Project Set Back by County

Hazel/Peterson Complex Faces Long Delay

By Marcia McAllister
Special to The Washington Post

Fairfax County has thrown a major stumbling block in the path of the Hazel/Peterson Cos.' plans for a 50-acre mixed-use development known as Virginia Center adjacent to the Vienna Metro station.

Even though Hazel/Peterson months ago filed for rezoning of the site from planned development housing to planned development commercial, Fairfax has now told company officials they must first ask for a change in the county's comprehensive land-use plan before any rezoning action can be taken.

That decision will result in a delay of at least 18 months on any action on the proposed development, which is to include a 34-story building and two major hotels near the I-66 and Nutley Street interchange. Hazel/Peterson had hoped to start construction this summer.

Sidney Steele, acting director of

the Fairfax Office of Comprehensive Planning, said the decision to require Hazel/Peterson to get a plan amendment was his.

"The position I have taken is that under the current plan I cannot say it [Virginia Center] is in accordance with the plan. It [the plan] does not have the flexibility to double the density and change the site from primarily residential to commercial," Steele said.

A spokesman for Hazel/Peterson Cos. said the firm does not think a plan amendment is needed. However, company officials have been working with a special task force studying potential development around the Vienna Metro station, which is the end of the Orange line in Virginia.

"They had hoped to go to zoning by early July," Steele said. He predicted the task force work won't be complete until January. That task force is expected to make recom-

See CENTER, E8, Col. 4

CENTER, From E1

mendations for plan language governing land around the station.

Developer John T. (Til) Hazel said his company is "disappointed that the county's plan process for the task forces did not function. We were promised completion of the task force study by spring of this year. They didn't get their consultants until this year. They didn't focus on the area until we filed our zoning.

"Now we are in a position of having to wait," Hazel said. Hazel, a leading land-use attorney in Fairfax until he largely gave up representing other developers to become one of the county's leading ones him-

self, said he is willing to wait for a while and use the time to continue to work with residents of the neighborhood surrounding the station site to solve problems they may have with the proposal.

"Nothing of substance gets done in a hurry," Hazel said Thursday. He said most developments that are creative in design generate a certain amount of stress when presented to Fairfax County.

"The county is aware of the time problem, but there is a growing recognition in the planning staff, among citizens, and in the business community that this project is worthy of study," Hazel said. He said the site is unique not only in Fairfax but also throughout the region be-

cause of its proximity to a Metro station terminus and an interstate highway.

"I have gotten a half-dozen phone calls from local businesses who would like to be at Virginia Center in recent weeks," Hazel said.

"We wanted to open with Metro in September of 1986, but Metro moved up its opening to April," Hazel said. "Then we wanted to get a building started" before Metro opened, but now will miss the current building season, he said.

Meanwhile, Hazel/Peterson plans to go ahead with construction of a major road from Nutley Street into the station area at a cost of approximately \$750,000. "We are willing to take the risk," Hazel said.

SECRET**ROUTING AND RECORD SHEET**

SUBJECT: (Optional)

Transmittal of an Engineering Analysis for
Buildings

FROM

DC/RECD/OL

EXTENSION

NO.

OL 13256-84

DATE

23 April 1984

TO: (Officer designation, room number, and building)

DATE

RECEIVED

FORWARDED

OFFICER'S INITIALS

COMMENTS (Number each comment to show from whom to whom. Draw a line across column after each comment.)

1. D/L

2.

3. DDA
7D18 Hqs

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Harry:

While the report recommends [redacted] as the first choice for OTE, the reasons for remaining in Chamber of Commerce are very good. We would like to have the opportunity to discuss the issue with you and [redacted] at your convenience.

[redacted]

Dan King

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FROM ATTACHMENT

WARNING NOTICE
EDITIONS
INTELLIGENCE SOURCES
AND METHODS INVOLVED

SECRET

SECRET*Official*

23 APR 1984

MEMORANDUM FOR: Deputy Director for Administration

VIA: Director of Logistics

FROM:
Deputy Chief
Real Estate & Construction Division, OL

SUBJECT: Transmittal of an Engineering Analysis for
Chamber of Commerce,
 Buildings

Attached for your use is an analysis of the subject buildings requested by the Director of Logistics in considering the Office of Training's desire to remain outside of the Headquarters Building after completion of the new addition. After the Index, Tab 1 presents a brief overview; Tab 2 offers two summary sheets for quick size and cost comparisons; and Tab 3 contains conclusions and recommendations of the undersigned. The additional tabs may be used for additional detail.

Attachment

Distribution:

Orig - Adse

- 1 - OL/RECD Official w/att
- 1 - OL/RECD Chrono w/att
- 1 - OL Reader w/o att

UNCLASSIFIED WHEN SEPARATED
FROM ATTACHMENTOL/RECD 1 (20 Apr 84)

OL 13256-84

WARNING NOTICE
INTELLIGENCE SOURCES
AND METHODS INVOLVED

SECRET

SECRET

25X1

**WARNING NOTICE
INTELLIGENCE SOURCES
AND METHODS INVOLVED**

SECRET

ENGINEERING ANALYSIS

for

STAT Chamber of Commerce, Buildings

Prepared by Real Estate and Construction Division

Office of Logistics

STAT Responsible Officer
Architectural Input
Basic Lease Data
Editing of Data
Typing and Reproduction

With Input From

STAT Office of Security
Office of Communication
Safety Staff

11 April 1984

INDEX

Overview.....See Tab 1

Summary.....See Tab 2

Conclusion and Recommendations.....See Tab 3

Chamber of Commerce Building.....See Tab 4

 Architectural Description

 Fact Sheet (Basic lease data)

 Fire and Safety Analysis

General.....See Tab 8

 23 March 84 Memo from Chief, Physical Security Division, OS

 27 March 84 Memo from Chief, Projects Branch, MFG, DND, OC

 28 March 84 Memo from Chief, Safety Staff, DDA



Overview

In the course of planning for occupancy of the new Headquarters addition, the Office of Training (OTE) has been identified as an activity best left located away from Headquarters. RECD has been tasked to make an engineering analysis of Chamber of Commerce, [redacted] Buildings to see which would best suit long term OTE requirements. [redacted] Building has been included as an FYI item because it seemed to have many of the desired characteristics.

In addition to RECD input relative to physical building attributes and lease ramifications, pertinent papers are included from OC, OS, and Safety Staff.

In terms of usable space, [redacted] is presently the smallest and [redacted] the largest. [redacted] does, however, present the largest capability for expansion in terms of usable space, available parking, and a full cafeteria ready to be opened up if desired. In terms of existing lease, [redacted] has the longest to go (Sept 91) and C of C the shortest (Nov 85). All have renewal options. In terms of HVAC system, C of C is presently the best suited for classrooms whose load varies. The other buildings would all need system alterations to accommodate the changing loads. In terms of annual cost of operation (SLUC, rent, M&O, utilities, etc.), [redacted] is the highest (\$2.47m) and [redacted] is the lowest (1.03m). In terms of presently available emergency power, [redacted] is the highest at 250kw and C of C is the lowest at 20kw. [redacted] has the largest COMMO and computer space (5,000 sq. ft.) and C of C the smallest (1,500 sq ft.). Building columns and walls affecting classroom configuration flexibility are most irregular and thus difficult in [redacted] Building, smallest (20 x 20) in C of C, and most flexible (28 x 28) [redacted]

For a quick comparison, the reader is invited to the summary sheets which follow in Tab 2. For greater detail, the sections relative to each building may be studied.

The Conclusions and Recommendations are contained in Tab 3.



FOUR BUILDING ANALYSIS SUMMARY SHEET

STAT

<u>Item:</u>	<u>CoC</u>			
<u>Existing Facility:</u>				
Usable Area (Sq. ft.)	98,302	92,950	100,770	104,000
Parking Spaces (Each)	315	536	460	501
Condition	Good	Good	Fair	Good
Distance from Hqs	8 Miles	8 Miles	8 Miles	6 Miles
Safety/Fire Protection (Upgrade cost)	\$370k	In compliance	\$5k	\$5k
Security (Upgrade cost)	\$5k	\$20k	\$20k	\$20k
Renovations (For OTE use)	\$196k	\$929k	\$800k	\$832
<u>Additional Space Potential:</u>				
First Floor (Sq. Feet)	10,000	35,000	NA	NA
Safety/Fire Protection (Upgrade cost)	\$25k	\$35k	NA	NA
Security (Upgrade cost)	\$50k	\$55k	NA	NA
COMMO (Upgrade cost)	\$25k	\$150k	NA	NA
Renovations (For OTE use)	\$100k	\$420k	NA	NA

FOUR BUILDING ANNUAL OPERATING COST SUMMARY

STAT

<u>Item</u>	<u>CoC</u>			
SLUC	\$1.04m	\$1.01m	NA	NA
Rent	NA	26k (parking)	\$1.09m	\$1.9m
Utilities	NA	NA	161k	538k
M&O (if separate)	NA	NA	329k	
Lease Expiration Date	11/20/85	2/28/86	9/30/91	10/31/88
Renewal Options	1-5 yr (@ \$1.7m)	1-10 yr	2-5 yr	1-5 yr
Renewal Date (NLT)	05/24/85	10/29/85	6/01/91	6/03/88



Conclusions:

- o All four buildings discussed are viable for use by OTE
- o No significant difference in accessibility is evident in any of the four buildings
- o All four buildings are either in compliance with safety requirements or can be made so with reasonable expenditure
- o No significant security problem exists in any of the buildings studied
- o Renovation costs are proportionately higher if OTE is moved. Some of this will be for room alterations and some for HVAC alterations necessary

Recommendations:

STAT ☐ Building is recommended because it is viable in all respects, offers the greatest potential for expansion, the greatest availability of parking, has full cafeteria capability, is completely enclosed by security fence, and has the most flexibility for room layout without impediment resulting from column spacing or other irregular design features.

STAT If for any reason ☐ Building is not selected, the alternate recommendation is to remain in Chamber of Commerce Building.



CHAMBER OF COMMERCE BUILDING

The Chamber of Commerce Building, C of C, is a 10 story building plus limited space in the basement. It is located one block off Glebe Road in Arlington and just off the Route 66 Glebe Road Exit. It is approximately eight miles from Headquarters.

This building was constructed in 1970 and the Agency occupies the top nine floors plus some storage space in the basement. There is a total of 98,302 net usable square feet (105,408 rentable). Construction was good and the building has been well maintained.

The building is constructed on a 20' x 20' module. Visually unobstructed classroom space is limited but will obviously accommodate OTE as they are presently located there. Ceiling height is 8'-6" with a 1'-5" plenum space (including structural members). Air conditioning, though presently meeting their needs, may need upgrading.

Recently, a 1,500 square foot CER has been installed and a secure voice/data grid system is to be installed. There is no other computer space located in the building.

There are four elevators and two stairwells providing vertical circulation. There is only a 20 kw emergency generator. This will accommodate emergency exit lighting and alarm systems. If new COMMO functions in the CER are to be covered, increased capacity will be required. Computer terminal and other red processing equipment will require the installation of new power outlets as the building does not have the three wire grounding system.

Eating facilities are minimal. There is a blind stand with a few tables and chairs. Reports on the condition of this facility have not been favorable.

Parking is limited with only 315 spaces available. There is little or no possibility of acquiring more.

For COMMO security and safety analysis, see respective papers. (Tab 8)

Sole occupancy of the building would obviously be desirable. This may be possible. See Real Estate Fact Sheet. Should this be done, an additional 10,000 square feet of space would be available plus 60 more parking spaces.

CHAMBER OF COMMERCE BUILDING

<u>Summary</u>	<u>Comments</u>	<u>One Time Cost</u>	
		<u>Add for</u> <u>1st Fl</u>	<u>Existing</u> <u>Space</u>
Parking	Minimal @ 315		
Existing Facilities	Good		
Location from Hqs	8 Mi		
Safety & Fire Protection	Major Mods req'd w/ 1st fl	+25,000	\$370,000
Security	Minimal add. req'mts w/ 1st fl	+50,000	\$ 5,000
COMMO	None w/ 1st fl	+25,000	
Renovations	Minimal upgrade @ \$2/sq. ft.		\$196,600
	w/ 1st fl-10k @ \$10/sq. ft.	+100,000	
		\$200,000	\$571,000

REAL ESTATE

FACT SHEET

CHAMBER OF COMMERCE BUILDING

- o Agency Leases Second through Tenth Floor, and some Basement Space
 - 105,408 net rentable sq. ft. office (98,302 sq. ft. net usable)
 - 1,200 net usable sq. ft. storage (basement)
 - 134 Parking spaces provided under lease
 - 181 additional spaces available for employee parking
- o Projected FY 84 SLUC \$1,039,973.00
- o Present Annual Rent \$1,111,916.82
- o The Agency's Lease is Subject to Termination 20 November 1985. We have One Option to Renew for a Five-Year Term Commencing 21 November 1985.
- o The Renewal Option specifies an Annual Rental of \$1,749,132.00 (Less Renegotiated Utility Credit at a Rate of \$145,761.00 per month). Free parking becomes subject to negotiation.
- o The Arlington Chamber of Commerce is a Tenant in the Building. Its Lease Terminates 16 June 1986.
- o All other Tenants' Leases Terminate 31 May 1984.
- o Potential Expansion to 10,219 Sq. Ft.
 - C of C 2,000 sq. ft.
 - Other Tenants 7,779 sq. ft.
 - Basement 400 sq. ft.
 - Parking 60 spaces

Fire and Safety Analysis for C of CCHAMBER OF COMMERCE

Existing Conditions

All of the existing buildings are near compliance with County, GSA and Agency fire protection and safety criteria requiring very little modification. The only building that can really be considered as being deficient in its fire safety characteristics is the Chamber of Commerce Building. If this building were to be built today, the Codes would require a complete automatic sprinkler system, pressurized stairways, a complete voice alarm system and communication system, a central control station, and provision for smoke control. Because the building had been constructed before these codes were in force, it is not required to be in compliance. Additional concerns are the obvious problems associated with high-rise buildings; such as increased evacuation time, limited routes of egress, and the difficulty the fire department has in effecting fire fighting and rescue operations. If it is projected that this building is to be occupied over an extended period of time, action should be taken to correct the fire safety problems cited.

Type of Construction*	Fire Resistive
Occupancy	Business
Approx. Total Area/Floors Used	98,302 sq ft./9
Means of Egress	
Max Occupancy Load/Floor	110 persons
Exit Capacity	Adequate
Travel Distance	Adequate
Automatic Sprinkler	N/R - Recommended
Special Extinguishing Sys.	N/A
Fire Alarm System	Yes
Voice Alert System	N/R - Recommended
Fire Detection	N/R - Recommended
Emergency Lighting	Yes
Smoke Control	N/R - Recommended
Water Supply	County

* - BOCA Basic Building Code
 N/A - Not Applicable
 N/R - Not Required

The APPROXIMATE costs of the above-recommended renovations are:

Automatic Sprinkler	-	\$200,000	(Based on \$2.00 per square foot)
Voice Alert	-	50,000	
Fire Detection	-	20,000	
Smoke Control	-	<u>100,000</u>	
Total		\$370,000	APPROXIMATE

An analysis of these buildings has revealed that the

are considered to provide an acceptable and relatively equal level of life safety and property protection. The Chamber of Commerce Building is least desirable of the four because of the characteristics previously stated.



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Next 16 Page(s) In Document Denied

23 MAR 1984

MEMORANDUM FOR: Chief, Real Estate & Construction Division
Office of Logistics

FROM:

Chief, Physical Security Division
Office of Security

SUBJECT: Review of Security Factors Associated with
the Agency's Training Element Remaining
Outside the Headquarters Compound

1. On 19 March 1984, a representative of the Office of Security attended a meeting hosted by Real Estate and Construction Division, Office of Logistics (RE&CD/OL) to assess the factors associated with the Office of Training and Education (OT&E) remaining outside the New Headquarters Building. The assessment was to include the pros and cons of OT&E:

- a. remaining in Chamber of Commerce;
- b. relocating to
- c. relocating to
- d. relocating to

2. The time frame was slated to be in the 1987-88 period when the New Headquarters Building is available for occupancy.

3. This office was asked to address only the security factors associated with the above options. These are as follows:

Option "A": Remaining in Chamber of Commerce

This is the most cost effective from the viewpoint of security modifications as the current configuration of secure space, are deemed adequate for OT&E's needs. The only areas that would require security modifications would be those associated with the acquisition of the remaining non-Agency controlled

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Intelligence Sources
Or Methods Involved

S E C R E T

space on the first and ground floors and parking areas. It is anticipated, however, that these modifications will be made in the near future anyway due to an ongoing security enhancement effort.

Option "A" security cost factor - minimal.

Option "B": Relocating to [REDACTED]

There presently exists a total of [REDACTED] at this location that would probably provide for the secure storage needs of OT&E, but would require some modification or attention. As the Agency currently has full control of this building, the security enhancement costs currently under consideration are related only to parking control measures. These too will be effected shortly and have no bearing on long range occupancy of this building by Agency elements.

Option "B" security cost factor - \$20,000 associated with the realignment of security equipment [REDACTED]

Option "C": Relocating to [REDACTED]

The review of this facility pre-assumes the acquisition by the Agency of the first floor and basement areas as a security condition of the relocation of OT&E. This would then require the shifting of the guard/receptionist area from the second floor to the lobby of the first floor. Associated with this move would be the repositioning of the security alarm console and related protective systems. While there are presently a total of [REDACTED]

spaces. Certain parking control measures related to general security enhancement may be placed into operation under present occupancy and therefore do not bear on OT&E's possible move.

Option "C" cost factor - \$75,000 associated with realignment of security equipment for OT&E's needs and the relocation of the guard/receptionist facility from the second floor to the first floor.

Option "D": Relocating to [REDACTED]

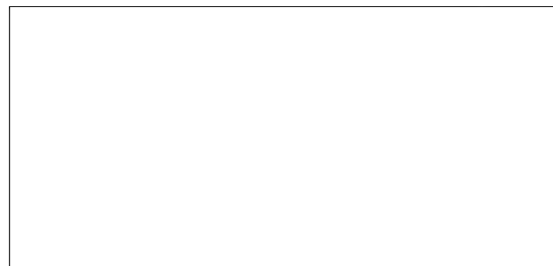
The move of OT&E into [REDACTED] would have a minimal effect on security costs. There are presently a total of [REDACTED] and realignment of these to meet OT&E's needs would approximate

S E C R E T

those in Option "B". Security enhancement efforts to control parking spaces will probably be made without regard to future occupancy and therefore not impact on this option.

Option "D" cost factors - \$20,000 associated with the realignment of security equipment necessary to meet OT&E's vault or secure area needs.

cc: DD/PTAS/OS



S E C R E T

27 March 1984

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FO _____
C/TECHB _____
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228 MAR 1984

MEMORANDUM FOR THE RECORD

FROM:

Chief, Projects Branch, MFG/DND/OC

SUBJECT:

Communications Analysis of Agency Occupied
Buildings

1. Listed in the following paragraphs is information pertaining to the secure communication capabilities that are available in selected buildings to support the Office of Training and Education (OTE).

2. Chamber of Commerce Building - Upon completion of the scheduled communications upgrade, this building will have all of the equipment, systems, etc. to support OTE requirements.

3. Building - This facility currently has the communications equipment, systems, etc., needed to support OTE requirements. The only additional work would be relative to expanding/modifying the existing grid to accommodate large concentrations of data terminals in selected areas (classrooms). The cost related to this should not exceed \$25,000.

4. Building - This is similar in all aspects to the Building and the costs for expanding/modifying the grid should also be the same, not more than \$25,000.

WARNING NOTICE
INTELLIGENCE SOURCES
OR METHODS INVOLVED

CONFIDENTIAL

SUBJECT: Communications Analysis of Agency Occupied Buildings

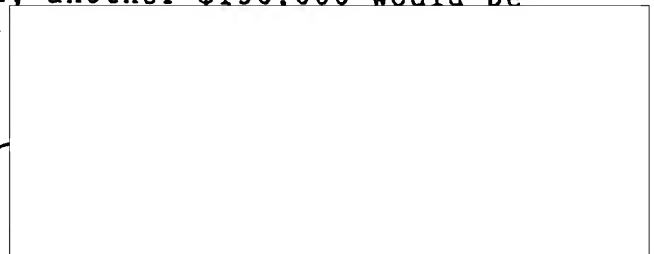
25X1

5. Building - The secure telephone switch would have to be replaced with a DBX-1200 type. If a new switch did not have to be procured (A switch may be available from a building that is vacated when occupants move to the new Headquarters Building) the approximate costs would be:

a. Contractor Installation	\$50,000
b. Computer Flooring and other Minor CER Renovations Work	50,000
c. Expansion of Grid	50,000
	<u>\$150,000</u>

If a switch had to be purchased, another \$150,000 would be needed for a total of \$300,000.

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CONFIDENTIAL

- 2 -

22 MAR 1984

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28 MAR 1984

MEMORANDUM FOR: Chief, Real Estate and Construction Division
Office of Logistics

FROM:

Chief, Safety Staff, DDA

SUBJECT:

Fire Protection and Safety Analysis of Plaza A, Stafford, and Chamber of Commerce Buildings

1. As requested at your meeting held on 19 March 1984, the attached report provides an analysis of the subject buildings in regard to their fire protection and safety characteristics. As indicated in this study, the Chamber of Commerce Building has the least desirable characteristics, and the [redacted] and [redacted] buildings are evaluated as being relatively equal.

2. If there are any questions, please contact the Safety Staff on extension [redacted]

Attachment

Fire Protection and Safety Analysis

A. General

This analysis is prepared as requested by C/RECD/OL in order to provide an assessment of the fire protection features that are existing or are required in each of the subject buildings.

B. Criteria

In general, the property and building protection requirements for Agency owned or occupied buildings are stated in the BOCA Basic Building Code and in the GSA Building Firesafety Criteria. Life safety requirements are stated in the National Fire Code No. 101, the Life Safety Code.

C. Existing Conditions

All of the existing buildings are near compliance with County, GSA and Agency fire protection and safety criteria requiring very little modification. The only building that can really be considered as being deficient in its fire safety characteristics is the Chamber of Commerce Building. If this building were to be built today, the Codes would require a complete automatic sprinkler system, pressurized stairways, a complete voice alarm system and communication system, a central control station, and provision for smoke control. Because the building had been constructed before these codes were in force, it is not required to be in compliance. Additional concerns are the obvious problems associated with high-rise buildings; such as increased evacuation time, limited routes of egress, and the difficulty the fire department has in effecting fire fighting and rescue operations.

D. Recommended Action

An analysis of these buildings has revealed that the [redacted] Building, or the [redacted] Building are considered to provide an acceptable and relatively equal level of life safety and property protection. The Chamber of Commerce Building is least desirable of the four because of the characteristics previously stated. If it is projected that this building is to be occupied over an extended period of time, action should be taken to correct the fire safety problems cited.

Table

The following table compares the fire safety characteristics of the buildings:

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	Chamber of Commerce			
Type of Construction*	Fire Resistive	Noncombustible-Type 2C	Fire Resistive-Type I	Noncombustible-Type I
Occupancy	Business	Business	Business	Business
Approx. Total Area/Floors Used	98,302 sq ft./9	92,950/2	100,770/4	104,000/6
Means of Egress				
Max Occupancy Load/Floor	110 persons	465 persons	252 persons	170 persons
Exit Capacity	Adequate	Adequate	Adequate	Adequate
Travel Distance	Adequate	Adequate	Adequate	Adequate
Automatic Sprinkler	N/R - Recommended	N/R	N/R	Partial
Special Extinguishing Sys.	N/A	N/A	N/A	N/A
Fire Alarm System	Yes	Yes	Yes	Yes
Smoke Alert System	N/R - Recommended	N/R	N/R	N/R
Smoke Detection	N/R - Recommended	N/R	N/R	N/R
Emergency Lighting	Yes	Yes	Yes	Yes
Smoke Control	N/R - Recommended	N/R	N/R	N/R
Water Supply	County	County	County	County

* - BOCA Basic Building Code
 N/A - Not Applicable
 N/R - Not Required

24 April 1985

MEMORANDUM FOR THE RECORD:

SUBJECT: Meeting With the Evans Company, re FBIS Relocation

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1. On 24 April 1985, [redacted] of Real Estate Branch (REB) and [redacted] Deputy Director of Foreign Broadcast Information Service (DD/FBIS), met with Jim Evans, Vice President of the Evans Company, developers of Hunter's Branch. Hunter's Branch is one of three office complexes to be built at the Vienna Metro Station site (intersection of Nutley Road and I-66). The object of the meeting was to gather information to aid in making a decision on the 1987 relocation of the present FBIS Rosslyn site. Mr. Evans was informed that the meeting was to be kept confidential and that the prospect of CIA tenancy was a remote possibility at best.

2. Mr. Evans informed us that the complex, situated on a 57 acre site, will consist of six 12-story office buildings, each containing 200,000 square feet for a total of 1.2 million square feet. The projected rental rate for 1987 is \$24 per square foot including utilities. The lessor plans to escalate the base rental rate at 3% per year. Structured parking for 750 spaces per building will be available at \$40-50 per month per space. An additional 350 residential units are proposed.

3. Zoning approval for the project was obtained in June of 1981. However, plans for construction are in abeyance until market conditions and/or a sizable amount of tenant interest develop. Planning and construction for the first two buildings will be done over a two-year period.

4. The general partners in this venture are the Marriott family (owners of the land), A. James Clark (President of the Hyman Company and founder of OMNI Construction, Inc.), and David Evans of the Evans Company. The Evans Company is a local real estate development and property management company formed ten years ago. They will manage the Hunter's Branch complex after construction.

MEMORANDUM FOR THE RECORD - FBIS Relocation

STAT 5. [] plans to present the information obtained at this meeting, including the attached hand-outs, to the Deputy Director of Science and Technology (DDS&T) during the early part of the week of 29 April. He has requested REB representation at the meeting to be scheduled with the DDS&T. His objective is to present an alternative plan should there be no room for FBIS in the new Headquarters building or in STAT outlying Agency occupied buildings. [] is aware that Headquarters Operations, Maintenance and Engineering is now doing a study of external buildings and will make a recommendation regarding FBIS relocation to the Headquarters Management Board (of which the DDS&T is a member).

STAT []
Real Property Officer
Real Estate Branch

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HUNTER'S BRANCH

Route 66 and Nutley Road
Vienna, Virginia

Evans Company, Developers

Six 12 Story office buildings:

200,000 square feet each
(16,667 square feet per floor)

1.2 million square feet total

\$24 per square foot projected 1987 rental rate
(full service - all utilities included)

3% escalation per year in base rental

Food service available

Retail activities in the complex (i.e. banking, etc.)

Structured Parking:

\$40 - 50 monthly fee per parking space (4.5 spaces per
1,000 square feet = 315 spaces for 70,000 square feet)

30 April 1985

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting With the Hazel/Peterson Company, re FBIS
Relocation

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1. On 29 April 1985, [] of Real Estate Branch (REB) and [] Deputy Director of Foreign Broadcast Information Service (DD/FBIS), met with Joe Ritchey, Vice President of Marketing for the Hazel/Peterson Company. Hazel/Peterson is developing Virginia Center, a complex at the Vienna Metro stop which will encompass more than four million square feet of office, retail, and residential space. The meeting was held to gather information for a possible future relocation of FBIS. Mr. Ritchey was asked to keep all aspects of the meeting confidential.

2. Fairfax County has delayed the zoning decision on this site for at least a year while a study is done of all Metro sites in the county. Mr. Ritchey felt, however, that construction would begin late in 1986 with delivery in early 1988.

3. The smallest building planned at Virginia Center will be approximately 170,000 square feet (9 stories) with structured parking. Although no firm rental rates can be quoted for 1987-88, Mr. Ritchey felt that \$24-26 per square foot was a possibility. The charge for parking would be included in the lease arrangement.

4. Hazel/Peterson Company has conducted an accessibility study of the Nutley Road/I-66 location which shows this to be the center of all major transportation arteries in the county. The site will be the terminus of the Metrorail Orange Line, the center for the feeder-bus network in the county, and will have east-west access to I-66 and access to Nutley Road. Because of the convenient location, several major corporations are interested in moving their headquarters to this site.

MEMORANDUM FOR THE RECORD: - Re FBIS Relocation

5. The DD/FBIS plans to meet with the Deputy Director of Science and Technology (DDS&T) in the near future to present this information.

STAT



Real Property Officer
Real Estate Branch

Attachments

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Distribution:

- ~~Original~~ 1 - [Redacted] (w/atts)
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Virginia Center - model
Hazel/Peterson Co.
Vienna Metro Station

3 May 1985

MEMORANDUM FOR THE RECORD

SUBJECT: Meeting with Wills Investment, Inc., re FBIS
Relocation

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1.. On 2 May 1985, [] of the Real Estate Branch and [] Deputy Director of Foreign Broadcast Information Service, met with Guy Beatty and P. Reed Wills, II, developers of Fairfax Metro Plaza, the smallest of the three office complexes scheduled to be built at the Vienna Metro stop. Bob Raymond, the project manager, was also in attendance. This was the last of the meetings with each of the three developers for the Vienna Metro station site. Once again, the confidential nature of the meeting was stressed as well as the low probability that the Agency would actually become a tenant.

2. The 11 acre complex will contain approximately 450,000 gross square feet, consisting of office, retail and residential space. Two hundred condominium apartments, one ten story office building and a twelve story office building with underground parking will be built. Both buildings and the manned parking garage will be controlled through card access. The buildings will be equipped with a computer-controlled energy management system which can be programmed to maximize energy efficiency for each individual office area.

3. Zoning for this site has been voluntarily deferred until the Fairfax County study of the metro sites is completed. A 1988 delivery date on the first office building (150,000 square feet) is anticipated. Presently, a rental rate of \$24 to \$26 per square foot including parking is projected.

4. As with the other two office developments, the greatest advantage here is the location and ease of access to the site through the highway system, Metrorail and the feeder-bus system. Each developer is confident that the location will encourage a "reverse commute" pattern from the city to the suburbs. The site will also be convenient for employees residing further to the west through the use of I-66.

MEMORANDUM FOR THE RECORD: FBIS Relocation

5. These gentlemen also provided information on another office complex soon to be built on the east side of Route 7 between the I-66 and 495 interchanges. The site will be within 4800 feet of the Falls Church Metro station with shuttle bus service to the office buildings. There will be two four story buildings, each containing approximately 107,000 gross square feet. The space will rent for approximately \$21 per square foot, parking included. The buildings will be finished in 1987.

Real Property Officer
Real Estate Branch

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